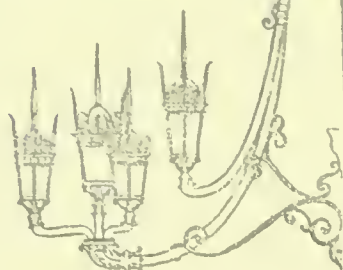


GOVDOC

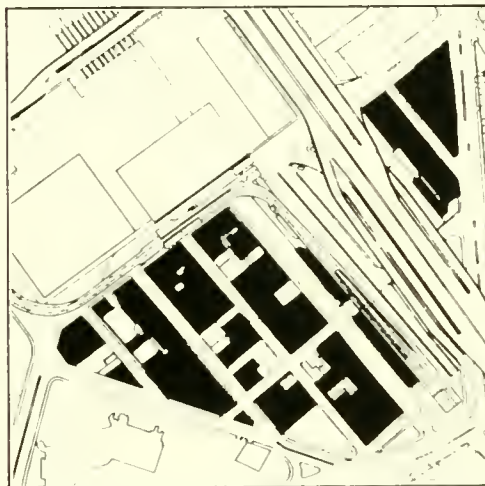
BRA

1082

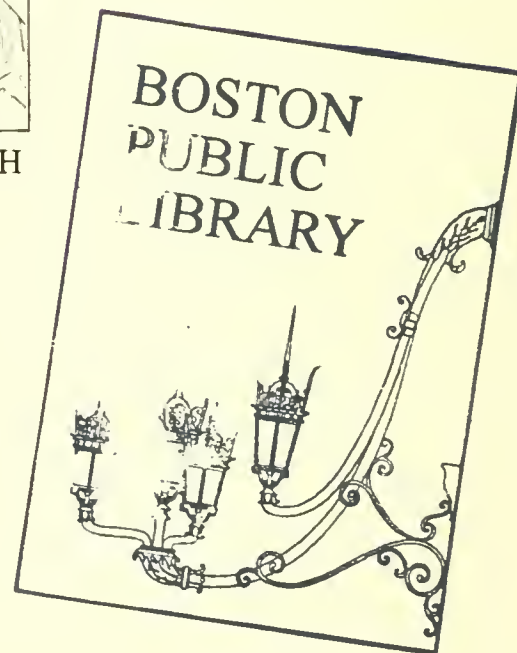
BOSTON
PUBLIC
LIBRARY



— THE —
BULFINCH
TRIANGLE
P · L · A · N



PLAN TO MANAGE GROWTH



BULFINCH TRIANGLE PLAN

I. EXECUTIVE SUMMARY

II. FRAMEWORK FOR THE PLAN

History of the Bulfinch Triangle

General Context

The Central Artery District Plan

III. THE PLAN FOR THE BULFINCH TRIANGLE

Policies

Development Strategy

Urban Design Objectives

Housing Opportunities

Historic Preservation

The Public Realm

Transportation Access

Guidelines for New Development

IV. ACHIEVING THE PLAN

Zoning

The IPOD Planning Process

Bulfinch Triangle District Zoning

The Central Artery Area

Implementation

Appendix A

Typical Bulfinch Triangle Building Facades

Appendix B

Proposed Article 45 Zoning

I. EXECUTIVE SUMMARY

Executive Summary

Introduction

Ordered and graceful, the streets of the Bulfinch Triangle march in the same regular rows and columns Charles Bulfinch put them in almost two centuries ago. Up and down, left and right, this small army of streets and alleys follow the drum-beat of Boston's 19th-century urban rhythm of liveable and urbane places.

The purpose of the Bulfinch Triangle Plan is to restore the architectural integrity, traditional scale, and unique urban character of this cohesive and historic area of downtown Boston. The plan seeks to optimize roadway, transit, and infrastructure improvements planned for the area by promoting development compatible with the existing urban fabric of the District on new parcels of land.

Long encroached upon by monumental and destructive urban change, the Bulfinch Triangle has nonetheless retained a substantial part of its distinguished architecture and famous Bulfinch-designed street pattern.

Today, the Bulfinch Triangle contains charming 1930's-style taverns like the Commonwealth Brewery in its interior which contrast with Causeway Street's fast-food chains, elevated train tracks and the Boston Garden.

This Plan complements the Central Artery District Plan, which envisions a system of parks and com-

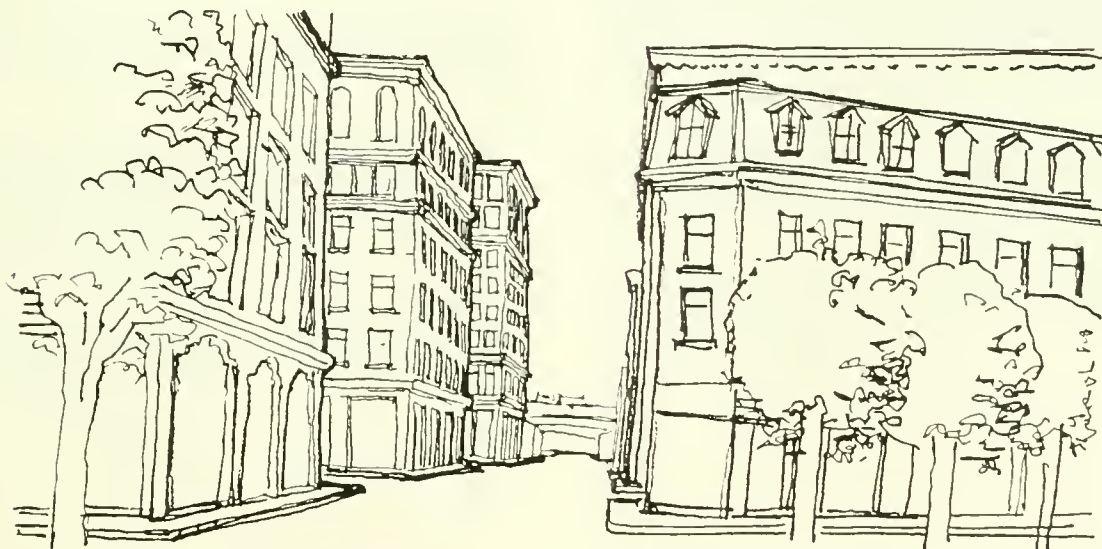
munity facilities balanced with residential development in the North End and the Bulfinch Triangle. Development of those parcels resulting from depression of the elevated artery and the dismantling of the elevated MBTA Green Line which are located in the Bulfinch Triangle is recommended on a scale and massing similar to that of the existing district. Like the rest of the district these parcels are recommended for mixed-use development (housing or commercial space) with retail stores on the ground floor.

The Bulfinch Triangle District will be the northern terminus of the system of new open spaces and community facilities planned for the central portion of the Central Artery air-rights. It is considered the companion to the Leather District which caps the Artery's southern tip. Together, these two historic districts will become the gateways to the Central Artery District Park and the downtown.

Policy Recommendations

Planning for the Bulfinch Triangle District is directed by a set of policy goals in each of the following areas:

- Development Strategy
- Urban Design Objectives
- Housing Opportunities
- Historic Preservation
- Public Realm
- Transportation Access



Traverse Street Looking East

Development Strategy

Most of the existing building stock in the Bulfinch Triangle is well-preserved. Therefore, new development opportunities will consist primarily of renovation projects, rooftop additions, and infill of small, vacant parcels. In addition, the new air-rights parcels present an extraordinary opportunity for new development as well as restoration of the damaged eastern portion of the Triangle.

The primary development policy goals for the Bulfinch Triangle are:

- to provide a balance of mixed-use development including housing, commercial, and ground-floor retail space to create neighborhood activity over 12 to 16-hour days;
- to provide approximately 800,000 square feet of new housing and commercial development on the artery parcels;
- to encourage the development of the existing, surface parking lots for mixed-use development in conjunction with the development of new parking facilities at North Station.

Urban Design Objectives

The District's distinctive street pattern is reinforced by many similarly massed buildings that emphasize corner features. The Triangle is made up of narrow blocks of east/west streets with buildings of five to six stories in height. The diagonal Merimac and North Washington Streets form the boundaries of the District and create irregularly shaped lots whose buildings add visual diversity to the area.

The urban design policies for the Bulfinch Triangle are:

- to restore the original urban plan of the Bulfinch Triangle by rebuilding the street pattern (such as Traverse Street) and allowing appropriately scaled development on the air-rights parcels;
- to restore historic pedestrian links between the Bulfinch Triangle and the North End, West End, and Beacon Hill neighborhoods, particularly Traverse Street;

- to protect the architectural integrity of the Bulfinch Triangle buildings by reinforcing existing streetwalls, ensuring that rooftop additions are not deleterious to the character of the District, and limiting the height of new development to that of the existing District;
- to reinforce Canal Street as the principal pedestrian boulevard by encouraging active ground floor retail and restaurant uses and by improving access to it from Government Center, New Chardon Street and the North End, and
- to emphasize the predominant cornice heights in the District, with required setbacks on Causeway and Canal Streets.

Housing Opportunities

Historically, residential development in areas which had been predominantly for manufacturing or warehouse use, such as the Bulfinch Triangle and the Leather District, was allowed only conditionally. However, these areas offer an excellent avenue for addressing the shortage of housing downtown. Therefore, residential uses, which were initially forbidden in the Triangle and then allowed by the terms of the Downtown IPOD, will now be permanently allowed by the proposed new zoning.

The housing policy recommendations for the Bulfinch Triangle are:

- to encourage residential development by allowing it as-of-right rather than as a conditional use;
- to support the provision of up to 300 units of new housing on the air-rights as called for in the Central Artery District Plan to meet the needs for housing in central Boston and assure active day and evening use of the District;
- to establish preferences for displaced residents of the old West End in any new housing development on the publicly-owned parcels;
- to re-establish Traverse Street to connect the Triangle to the North End and West End residential neighborhoods.

Historic Preservation

The Bulfinch Triangle is one of Boston's most homogeneous, intact collections of late 19th and early 20th-century commercial architecture. Most of the existing structures throughout the District contribute to the architectural and historical significance of the area.

The preservation policies of the Bulfinch Triangle Plan are:

- to rehabilitate, rather than replace, historic buildings rated Category IV or higher by the Boston Landmarks Commission;
- to protect the character of the District by limiting building heights and adopting design guidelines for rooftop additions;
- to restore existing fenestration or replace it with units having similar architectural characteristics;
- to discourage new masonry window openings in principal facades of existing buildings.

The Public Realm

The proposed Central Artery Air-Rights Park, which will terminate at the apex of the Bulfinch Triangle District, will provide a magnificent system of open spaces in close proximity to the Triangle. In addition, the dense urban fabric of the Triangle suggests that the creation of a large open space in the interior is inappropriate. Therefore, the main focus of the Plan with respect to the public realm is its streetscape.

The objectives for the public realm in the Bulfinch Triangle are:

- to re-establish Traverse Street as a neighborhood connector between the Bulfinch Triangle and the North and West Ends carrying both pedestrian and vehicular traffic;
- to enhance Canal Street as the District's principal street and open space, to accommodate pedestrian commuters going between North Station and downtown;
- to enhance the pedestrian nature of the District through the use of attractive ground plane im-

provements and historically appropriate street furniture, and

- to encourage internal through-block connections in new developments.

Transportation Access

The redesign of the Central Artery will introduce substantial improvements into the District. However, certain aspects of the State's plan for the Central Artery Surface Roadway bear further examination for their impact on vehicular and pedestrian patterns in the Bulfinch Triangle.

Other improvements planned for the District include a below-grade superplatform for Orange and Green line access. The MBTA is also studying the possibility of building a new commuter bus terminal on Causeway Street.

The transportation policy goals of the Bulfinch Triangle District Plan are:

- to modify the location of Haverhill Street in the State's Plan so that it is aligned with the New Boston Garden egress and so that more developable parcels are created over the air-rights;
- to modify the State's Plan so that Sumner Tunnel traffic is routed through the North Washington Street U-turn to simplify signal phasing and improve pedestrian crossing conditions at the intersection of New Chardon Street and the Central Artery Surface Roadway;
- to review on-street loading procedures with the Boston Transportation Department to minimize traffic congestion;
- to re-establish the Bulfinch street grid and create safe and attractive areas for pedestrian circulation, and
- to relocate arterial traffic from within the Triangle to perimeter streets thereby reducing congestion.

II. FRAMEWORK FOR THE PLAN

History of the Bulfinch Triangle

Filling in the North Cove

Prior to Boston's settlement in 1623, the area now called the Bulfinch Triangle lay under the Charles River and was the North Cove. The actual cove area was a marsh tidal flat passable at low tide along the line of present-day Causeway Street. In the mid-1640s, millers who had been granted water rights to the North Cove began to dam the cove at its mouth, an alteration that turned the basin into a large mill pond. As Boston continued to grow over the next century, the scarcity of buildable land on the narrow peninsula encouraged the continued infill of the waterfront.

The Bulfinch Street Design

In 1804, the North Cove mill owners formed a corporation and petitioned the city for permission to fill the cove completely. Charles Bulfinch, one of the nation's most important Federal period architects, designed the new 50-acre area as a triangle with its base along Causeway Street and its apex at Haymarket Square. Filling began in 1807,

accomplished by the partial leveling of nearby Beacon, Cotton (Pemberton), and Cops Hills.

Arrival of the Railroads

The completion of the landfill operation coincided with the arrival of the railroads in the mid-1830s. The Boston and Lowell Railroad opened in 1835 with its Boston terminus just south of Causeway Street. By the 1850s, four northern rail lines terminated at or near Causeway Street, each with its own depot. The rail network spawned travel-related businesses in the district, such as hotels, stables, and taverns. Its proximity to the freight lines led to the District's growth as a center for furniture manufacturing and sales.

Turn-of-the-Century Expansion

In 1889, the Union Railroad Depot was built to consolidate the various railroad facilities along Causeway Street. At the time, Boston's Union Station was the largest railroad station in the United States with 500 trains passing through it



Union Station on Causeway Street circa 1899

Photo Courtesy of Boston Public Library

each day. Such improved transportation facilities stimulated development and from 1890 to 1915 the District prospered. New commercial buildings housed light manufacturing, storage, office, and sales uses. The typical building layout placed storefront shops and showrooms on the first and second levels, with office or warehouse space above.

Mid 20th-Century Decline

By the early 1920s, Union Station proved inadequate to serve the large daily passenger load, and in 1927 it was demolished to make way for the existing Boston Garden/North Station building. After 1920, the District began to lose the furniture trade, due partly to the transformation of the new rail facility for commuter rather than freight use and the general decline of business in Boston. Through the 1940s and '50s, the area languished along with the rest of the city.

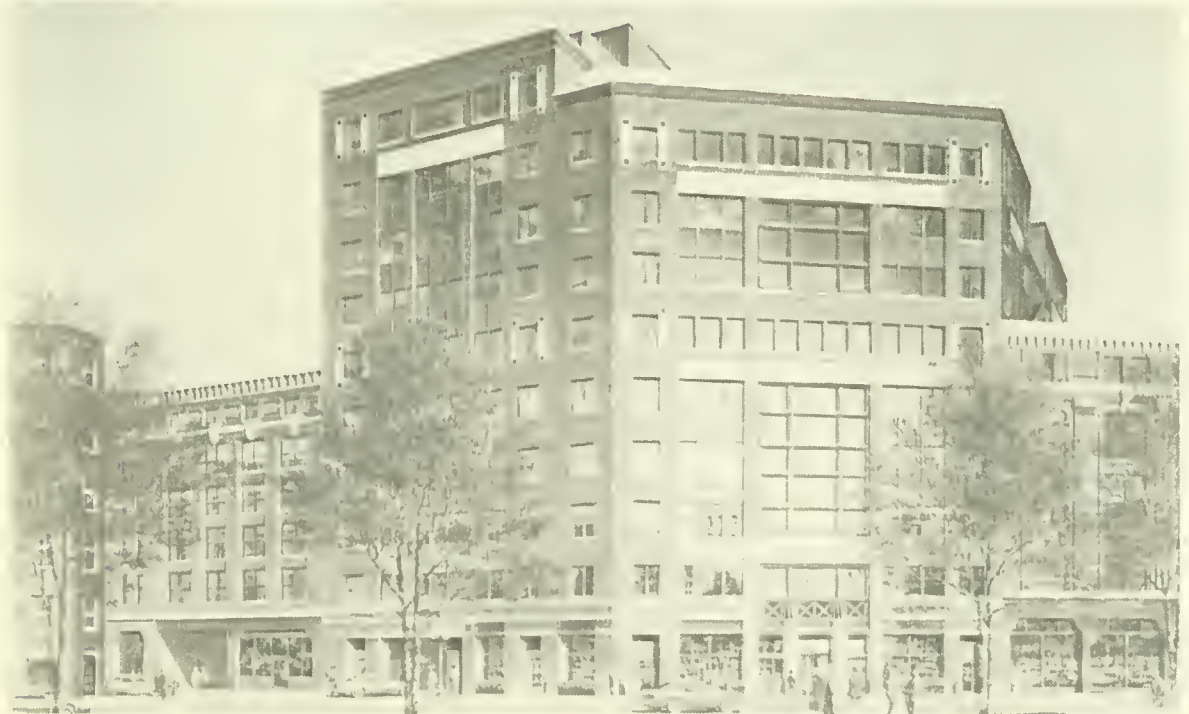
Destruction of the Triangle

The Triangle's perfect geometry and mercantile warehouses barely escaped the maws of the pursuing bulldozers of Urban Renewal which scavenged its neighbors, the West End and Scollay Square, leaving a bare and hollow wasteland. Not so fortunate, was a huge swath of its eastern half. The construction of the Central Artery and the elevated MBTA Green Line ripped through almost a third of the Triangle, devouring streets, blocks, buildings and businesses, livelihoods, and ul-

timately history. Three and one half densely developed blocks of the Triangle were taken for the Central Artery. This represented approximately 630,000 square feet of building mass on Medford, Beverly, and Haverhill Streets. These takings exacerbated the earlier loss of two city-owned buildings between Haverhill and Canal Streets for the MBTA's Green Line Construction. Throughout the 1950's and '60s gradual demolition of individual buildings left many gaps in the streetwall.

The 1980s: Decade of Renewal

In the 1980s, the adaptive re-use potential of the structures in the Bulfinch Triangle was recognized, greatly assisted by the listing of portions of the area on the National Register of Historic Places. In 1983, just beyond the boundary of the district, a new federal office building was constructed. Within the District during the 1980s, approximately 850,000 square feet of space was renovated for professional and service firms such as attorneys, insurance companies, and architects and engineers. Support services, such as convenience stores, copying centers, restaurants, and bank outlets, followed. In total, nearly one million square feet of both renovated and new commercial space representing a total investment of over \$100 million became available in the Triangle in the '80s. A fine example of new infill development in the Bulfinch Triangle which contributes to the context of the area is the recently completed 101 Merrimac Street office building.



101 Merrimac Street

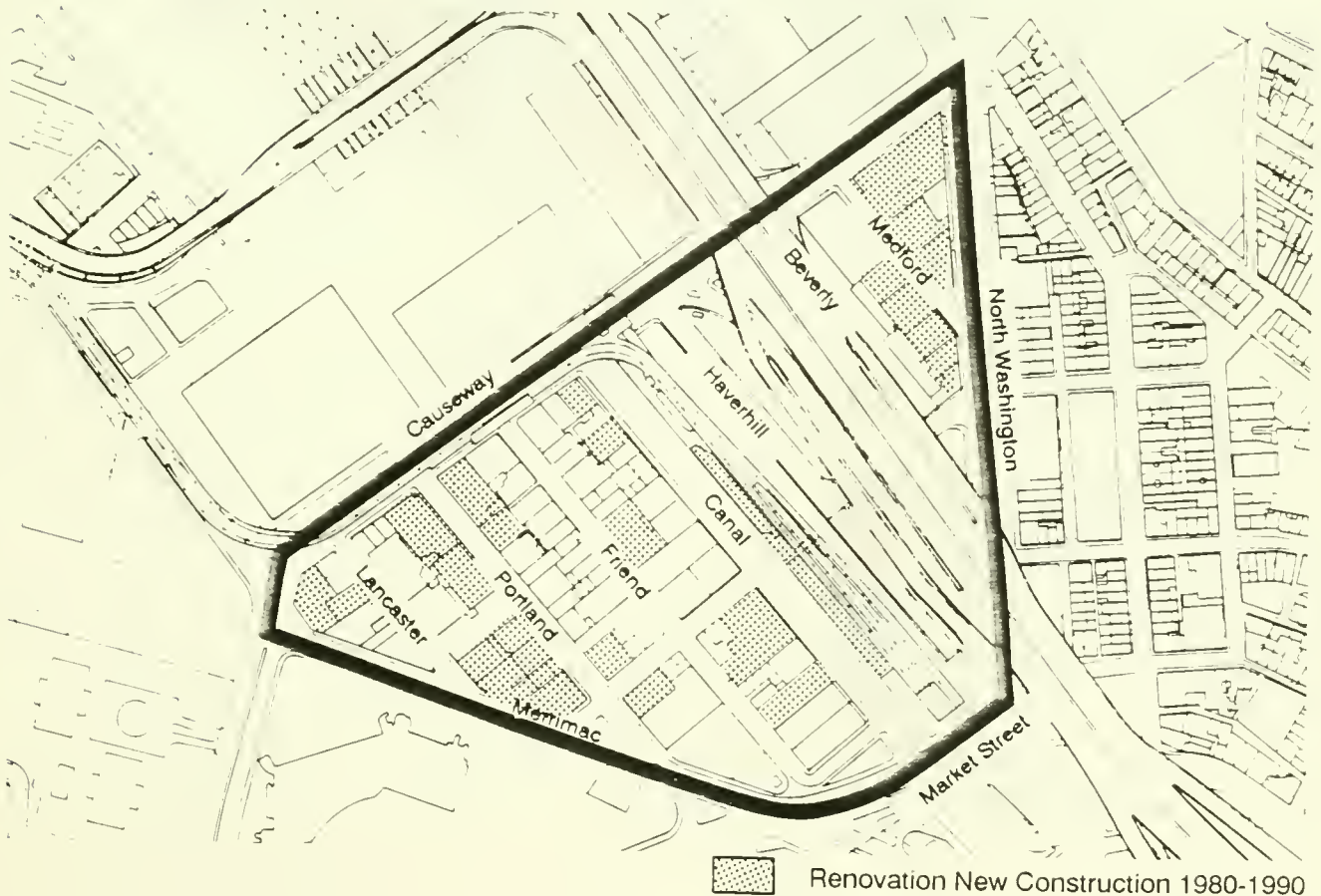
Renovation and Redevelopment in the Bulfinch Triangle

A Decade of Renewal and Redevelopment in the Bulfinch Triangle

Year	Type of Construction	Address	TDC	Total Sq Ft	Use
1983	Renovation	85 Merrimac	\$2,000,000	30,774	office
1984	Renovation	225 Friend	\$410,000	64,000	office
1985	Renovation	190-192 Portland	\$1,100,000	18,000	retail
1985	Renovation	254-256 Friend	\$500,000	10,000	office
1985	Renovation	197-201 Portland	\$402,000	7,000	retail
1986	Renovation	124 N. Washington	\$8,100,000	43,000	office
1986	New	100 N. Washington		16,000	office
1986	Renovation	197-201 Portland	\$1,140,000	20,000	office
1986	Renovation	203-205 Portland	\$4,600,000	45,000	office & retail
1986	Renovation	200 Portland	\$12,000,000	100,000	office & retail
1986	Renovation	53 Canal	\$1,750,000	35,000	office
1986	Renovation	Causeway & Portland	\$375,000	5,000	retail
1987	Renovation	54 Canal	\$1,650,000	33,000	office
1987	Reuse	90 Canal	\$7,000,000	78,000	office
1987	Renovation	164 Canal	\$525,000	10,500	office
1987	Renovation	90 N. Washington	\$1,000,000	13,830	restaurant & office
1987		27-33 Medford	\$9,000,000	141,435	industrial
1989	New	101 Merrimac	\$40,000,000	156,500	office & retail
1989	Renovation	133 Portland	\$2,625,000	23,400	office
1989	New	133 Portland		8,350	office
1989	Renovation	6-22 Medford	\$2,675,000	74,100	office & retail
1990	Reuse	251 Causeway	\$7,000,000	125,000	office
1990	Renovation	149 Merrimac	\$2,760,000	36,792	office & retail
1990	Renovation	125 Causeway	\$1,402,000	18,690	office & retail
1990	Renovation	129 Portland	\$2,025,000	27,000	office

TOTAL

\$110,039,000 1,140,371



Existing Land Use: Ground Level



- Retail/Commercial
- Residential
- Office
- Open Space
- Parking
- Vacant
- Central Artery Parcels

General Context

The Bulfinch Triangle is located in the northern portion of downtown Boston opposite the North Station/Boston Garden, adjacent to Government Center and sandwiched between the North End and West End neighborhoods. The district is bounded by North Washington, Causeway, and Merrimac Streets.

The Triangle is made up of narrow blocks of east/west streets with buildings of five to six stories in height. The diagonal Merrimac and North Washington Streets form the southern and northern boundaries of the District and create irregularly shaped lots whose buildings add visual diversity to the area.

In the last 50 years, major urban transformation intruded on the Triangle or its periphery. The extension of the MBTA transit system with its elevated Green Line tracks, the demolition and urban renewal of the West End and Scollay Square, and the elevated Fitzgerald Expressway severed and isolated the Bulfinch Triangle, damaging much of the building fabric of its eastern half. In addition, the demolition of individual buildings throughout

the neighborhood has resulted in gaps in the streetwall.

Planned infrastructure projects in and around the District will have profound impacts on Boston and on this District in particular. These projects are the depression of the Central Artery by the Massachusetts Department of Public Works, and several MBTA projects, including the improvement of North Station commuter rail facilities, depression and realignment of the elevated rapid transit Green Line, and construction of a 1300-space underground parking garage north of the existing Boston Garden.

Coincident with these infrastructure improvements, a new multi-purpose Boston Garden Arena will be built on air-rights over the North Station commuter rail facilities, along with three new office buildings, two on Causeway and one on Nashua Streets, and underground parking for 1100 cars, which, together with the new MBTA garage, will result in a total of 2400 spaces in the area.



Photo Courtesy of Chan Krieger & Levi

The Central Artery District Plan and the Bulfinch Triangle

The Central Artery District Plan provides for the rebuilding of the historic Bulfinch Triangle consistent with the original urban design concept of Charles Bulfinch. The objective of the Plan is to restore the 1804 street grid by encouraging the build-out of this grid to a scale compatible with existing height and massing, and thus recapture its original configuration.

The Bulfinch Triangle District will be the northern terminus of the system of new open space and community facilities planned for the central portion of the Central Artery Air-Rights. It is considered the companion to the Leather District which caps the Artery's southern tip. Together, these two new districts will become the gateways to the Central Artery District Park and the Downtown.



Looking South on North Washington Street

III. THE PLAN FOR THE BULFINCH TRIANGLE

Policies

Purpose

The purpose of the Bulfinch Triangle Plan is to preserve and restore the architectural integrity, traditional scale, and unique urban character of this cohesive and historic area of downtown Boston. Long encroached upon by monumental and destructive urban change, the Bulfinch Triangle nonetheless retained a substantial part of its distinguished architecture and urban design. This Plan seeks to strengthen the District's historic character and to optimize planned roadway, transit, and infrastructure improvements planned in the area on the Bulfinch Triangle District by promoting development compatible with the existing context.

Policy Recommendations

The following are recommended policies for the revitalization of the Bulfinch Triangle District. The overall goal of the Plan is to encourage infill development and adaptive re-use in the Bulfinch Triangle which contributes to the character of the District and which restores and strengthens the characteristic Bulfinch street pattern.

Development Strategy

Most of the existing Bulfinch Triangle building stock is well-preserved. Therefore, new development opportunities will consist primarily of renovation projects, rooftop additions, and infill of small, vacant parcels. In addition, the new air-rights parcels over the Central Artery present an extraordinary opportunity for new development as well as restoration of the damaged eastern portion of the Triangle.

- Provide new mixed-use development including housing, commercial, and ground floor retail space on the eastern half of the Bulfinch Triangle to create neighborhood activity over 12 to 16 hours a day;
- Ensure that new development complements the scale and architectural elements of the existing fabric, thereby reconnecting the Triangle to the North End;

- Provide approximately 800,000 square feet of new housing and commercial development on the artery parcels, and
- Encourage the development of existing surface parking lots for mixed use development in conjunction with the development of new parking facilities at North Station

Urban Design Objectives

The District's distinctive triangular street pattern is reinforced by many similarly massed buildings that emphasize corner features. The Triangle is made up of narrow blocks of east/west streets with buildings of five to six stories in height. The diagonal Merrimac and North Washington Streets form the boundaries of the District and create irregularly shaped lots whose buildings add visual diversity to the area.

The Bulfinch Triangle Plan seeks to strengthen the District's historic assets by encouraging sympathetic infill development and rehabilitation through design controls. The objectives of the Bulfinch Triangle Plan with respect to urban design are to:

Protect and enhance the historic urban character of the District and the architectural integrity of its buildings by:

- retaining buildings which are of historic and architectural interest and importance and which contribute to the District's character;
- preserving and reconstructing the distinctive street grid pattern and reinforcing existing streetwalls;
- ensuring that rooftop additions are not deleterious to the existing historic character of the District;
- limiting the height of new development to approximately that of existing development in the District, and

- emphasizing the unique character of the Bulfinch Triangle by encouraging its differentiation with adjacent districts. Allow new development at North Station and the New Chardon Street State Services Center to differ architecturally.

Reconnect the two severed halves of the Bulfinch Triangle and restore historic pedestrian links between it and the North End, West End, and Beacon Hill neighborhoods by:

- restoring the original urban plan of the Triangle by rebuilding the street pattern to approximately its original configuration, particularly Haverhill, Beverly and Traverse Streets;
- reinforcing Canal Street as the principal pedestrian boulevard by encouraging active ground floor retail and restaurant uses and by improving access to it from Government Center, New Chardon Street and the North End, and
- creating a pedestrian overpass route at the Triangle's apex connecting Government Center with the North End and emphasize it by means of a vertical design element.

Emphasize the predominant cornice heights along Causeway Street and Canal Streets by:

- requiring that any development on the southern side of Causeway Street between 80 and 100 feet in height employ a setback of 25 feet in depth starting at a 65-foot cornice height;
- establishing a streetwall along Causeway Street on the publicly-owned parcels (MBTA, Central Artery) that responds to other buildings along Causeway Street, and
- requiring a 35-foot height limit along the eastern edge of Canal Street for a depth of 30 feet.

Housing Opportunities

Historically, residential development in areas which were predominantly for manufacturing or warehouse use such as the Bulfinch Triangle or the Leather District, was forbidden. However, conversion of the 19th-century warehouse buildings found in these areas has shown that such Districts are attractive places for residential development and provide an excellent avenue for addressing the shortage of housing downtown. Although it

developed as a mercantile and transportation center, the Bulfinch Triangle is ideally situated for residential development. As an interim measure the initial Downtown Zoning made residential uses allowed. The Bulfinch Triangle zoning will make that allowed status permanent.

New housing is currently planned for areas just beyond the bounds of the Bulfinch Triangle District at Lowell Square and on New Chardon Street at the site of the uncompleted Paul Rudolph building.

Moreover, residential neighborhoods exist on either side of the Triangle in the North End and the West End. Analysis of the publicly-owned parcels resulting from the Central Artery depression suggests that multi-family housing may be an appropriate use for these parcels. New housing here would create a bridge to these neighborhoods as well as provide a level of 24-hour activity needed in the Bulfinch Triangle.

The objectives of the Bulfinch Triangle Plan with respect to housing include:

- to encourage residential development by allowing it as an as-of-right rather than a conditional use;
- to support the provision of up to 300 units of new housing on the air-rights parcels as called for in the Central Artery District Plan to meet the needs for housing in central Boston as well as assure active day and evening use of the district;
- to establish preferences for displaced residents of the old West End in any new housing development on the publicly-owned parcels, and
- to re-establish Traverse Street, once a through street connecting the West End and North End neighborhoods, which would lend support to the establishment of housing in the Bulfinch Triangle.

Historic Preservation

The Bulfinch Triangle is one of Boston's most homogeneous, intact collections of late 19th- and early 20th-century commercial architecture. Most of the existing structures throughout the District contribute to the architectural and historical significance of the area.

Boston Landmarks Commission Building Ratings



- Category III
- Category IV
- Category V
- Category VI
- New Buildings
- Central Artery Parcels
- * National Register Individual Listings
- National Register District

In February 1986, a sizable portion of the Bulfinch Triangle comprising 59 properties was designated a National Register District. The portions north-east of Canal Street were excluded due to the presence of the elevated MBTA tracks and Central Artery. The commercial buildings in the National Register District are characterized by masonry construction in Second Empire, Romanesque Revival, and Beaux Art styles.

The preservation policies of the Bulfinch Triangle Plan are:

- to rehabilitate, rather than replace, those historic buildings rated Category IV or higher which contribute to the character of the Bulfinch Triangle;
- to protect the character of the Triangle by limiting building heights and adopting design guidelines for rooftop additions;
- to protect an historic facade in situ during and after construction where significant renovation occurs behind such facade;
- to restore existing fenestration or replace it with new window units having supportive architectural characteristics including muntin depth, width, and profile, color, and perceived shadow lines, and
- to discourage new masonry window openings in principal facades of existing buildings, particularly if they are incompatible with the proportions and historic character of the existing facade.

The Public Realm

The dense urban fabric of the Bulfinch Triangle suggests that the creation of a large open space or park in its interior is inappropriate. In fact, those parcels located within the Bulfinch Triangle which will be created from the depression of the Central Artery will be developed at a scale similar to the district rather than devoted to open space like the downtown portion of the Corridor in order to, as the Boston Society of Architects has suggested, re-knit the urban fabric of the District. Moreover, the proposed park planned for the Central Artery Air-Rights, which terminates at the apex of the District, will provide a magnificent system of open spaces, with paths and walkways for strolling and



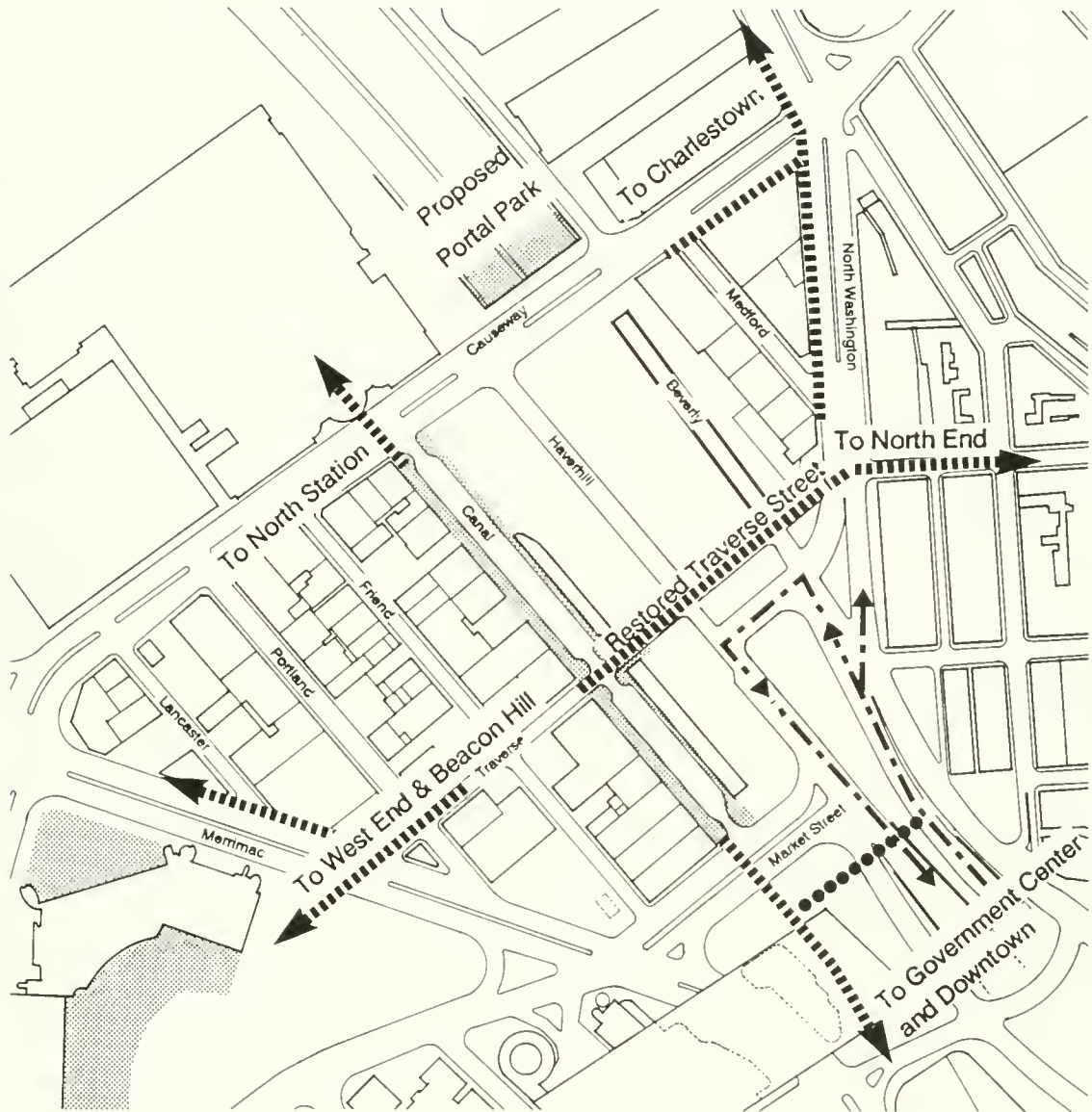
"Flatiron" style building - Merrimac Street

well-designed sitting areas directly accessible to the Triangle.

Therefore, the main focus of the Bulfinch Triangle Plan with respect to the District's public realm is its street pattern and streetscape. The design of new development or rehabilitation projects in the District should reflect the public realm objectives of this Plan, which are:

- to re-establish Traverse Street as a neighborhood connector between the Bulfinch Triangle and the North and West Ends by creating through access for pedestrians, cars, and MBTA buses;
- to enhance Canal Street as the District's principal street and open space, which currently accommodates most of the pedestrian commuters going between North Station and downtown by widening and planting of the eastern sidewalk to match the western side. These

Proposed Streetscape Network



Proposed Open Space/Pedestrian Spine



Required Pedestrian Connection



Potential Pedestrian Overpass



Proposed U-turn

improvements can be completed as part of the MBTA's bus station building effort on the block between Canal and Haverhill;

- to enhance the pedestrian nature of the District through attractive ground plane improvements such as brick sidewalks which lend texture and interest at street level;
- to promote the use of historically appropriate street furniture in the public realm such as benches, light fixtures, and street clocks;
- to require that new development maintain internal through-block connections and arcades open to the public during regular office hours to the extent that they do not draw pedestrians away from using Canal Street as the district's main pedestrian spine;
- to preserve the distinctive street grid by restricting new development from building over major public ways, and
- to work with the Boston Transportation Department and the Department of Public Works to establish appropriate standards for streetscape improvements for the Merrimac Street widening which can be applied to the entire District.

Transportation Access

While the redesign of the Central Artery will introduce substantial improvements into the District, accommodation must be made for tunnel entrance and exit ramps. The City is seeking a North Washington Street U-turn for traffic exiting the Sumner Tunnel to simplify signal phasing and pedestrian crossing conditions at the intersection of New Chardon Street and the Artery Surface Road. The crosswalk across New Chardon street at the southbound surface boulevard will contain some of the heaviest pedestrian flows in the Downtown. Therefore, it is essential to simplify this intersection and minimize vehicular/pedestrian conflicts.

The City will also work with the State to ensure that the relocation of Haverhill Street allows efficient traffic circulation, particularly for Boston Garden events, and yields developable parcels.

A recent change made by the State eliminates the on-ramp which had been planned for Beverly

Street. As a result, it is expected that northbound traffic will increase on North Washington Street and Merrimac Street during the evening peak period probably spread equally between those two streets. An analysis of this condition is underway. While removal of the ramps will improve the visual quality of the District, the traffic conditions of those streets is a concern.

At the southern tip of the Bulfinch Triangle the intensity of traffic created by ramp exits prevents safe pedestrian access through conventional surface crosswalks. The confluence of the northbound off-ramp and southbound on-ramps at New Chardon Street creates a 800-foot block which cannot be safely crossed at-grade. An elevated pedestrian crossing is envisioned to make the vital connection from the North End to the Bulfinch Triangle, the West End and Beacon Hill.

With the exception of Canal Street, the street pattern in the Bulfinch Triangle is a one-way system, so developed to ease congestion from on-street loading procedures. Canal, which bisects the Triangle, is its major pedestrian and vehicular thoroughfare.

The Bulfinch Triangle currently has ideal access to the regional highway network: the Southeast Expressway serving the South Shore and Interstate Route 93, and US Route 1, which serves the northern suburbs.

Merrimac Street is currently being redesigned as a widened, two-way arterial street divided by a landscaped median strip. The BRA will work with the Boston Transportation Department to develop streetscape improvement standards to be used on Merrimac Street as well as the entire District. The other important arterial surface road is North Washington Street which will remain two-way to Traverse Street.

Abundant parking exists today at North Station and at surface parking lots in the District. Approximately 2500 new parking spaces will be provided in new underground garages to be built by the MBTA and as a result of the New Boston Garden Development.

Public transportation facilities abound in close proximity. The North Station has a Green Line stop while Haymarket has both Green and Orange line access. Commuter rail to the north departs from

North Station and the Government Center Garage is a terminus for many local and commuter buses.

At the present time, the MBTA is planning for a below-grade superplatform for Orange and Green line access. The MBTA is also studying the possibility of building a new commuter bus terminal on Causeway Street.

The transportation policy objectives for the Bulfinch Triangle are:

- to modify the location of Haverhill Street to optimize transportation and urban design considerations;
- to route Sumner Tunnel traffic through the North Washington Street U-turn to simplify signal phasing and pedestrian crossing conditions at the intersection of New Chardon Street and the Surface Boulevard southbound;
- to design an elevated pedestrian crossing to replace the crossing on conventional surface crosswalks;
- to review on-street loading procedures with the Boston Transportation Department to minimize traffic congestion, and
- to reestablish the Bulfinch street grid and create attractive and safe areas for pedestrian use, and
- to relocate arterial traffic from within the Triangle to perimeter streets (Merrimac, Causeway, and North Washington) thereby reducing congestion.

Existing Transportation Network



TRANSPORTATION

-  Existing Parking Facilities
-  Transit Station
-  Most Heavily Traveled Street
-  Traffic Direction

Guidelines for New Development

Guidelines for Urban Design and Architecture

Specific urban design guidelines are critical to fulfilling the objective of the Plan to promote infill development and rehabilitation in a manner consistent with the existing building stock of the District. These guidelines direct that new development respect the architectural character of surrounding structures by adopting predominant patterns of massing and organization without being imitative.

Corner Street Patterns: New buildings must reinforce the distinctive triangular-shaped perimeter of the District by emphasizing corner features and retaining original rounded or chamfered corners.

Street Walls and Blocks: The historic street grid must be reinforced by maintaining the established street wall plane and the traditional pattern of long, narrow blocks. New structures should completely cover the available lot area.

Facades: Facades should be divided into modules or bays within the traditional range of dimensions, rhythms, and hierarchies of horizontal and vertical elements. For example, a building with more than 75 feet of street frontage should be divided into distinctive units to reflect the existing range of lot frontages which tends to be between 30 and 70 feet. Ornament and patterning should reflect, but not imitate, that found on traditional buildings.

Base to Height Ratio: New development should be consistent in massing with existing blocks, wherein relatively small facades of slightly different design and cornice height are clustered tightly together. Each of these facades typically contains

one or more local symmetries and embodies classical ordering principles of base, middle, and cap.

Storefront Details and Signage: Cast-iron and granite storefront details should be preserved and, if possible, restored. Flush-mounted painted signs are encouraged as are fabric awnings which add vitality and color to the district.

Base and First Floor Cornice Line: New buildings should incorporate a pronounced cornice line or belt course delineating the ground floor from upper floors. The installation of storefront windows within a well-articulated ground floor treatment is encouraged.

Upper Cornice: New buildings and rooftop additions should have pronounced and heavy cornices and/or changes in materials and window type at the uppermost levels. Suggested cornice materials are brick, copper and painted metal.

Solid to Void Ratio: The ratio of building mass to fenestration must emphasize strong vertical patterns characteristic of the historic warehouse and mercantile architecture of the Bulfinch Triangle.

Fenestration: Windows which recede from the face of the masonry, arched windows, and windows accentuated by lintels and sills are encouraged. Large, undifferentiated panes of glass are not appropriate, nor are windows of excessively horizontal proportion.

Building Materials: Building materials should be masonry, such as brick, limestone, terra cotta, sandstone and granite. Architectural pre-cast concrete should be consistent in surface texture and color with traditional materials.

Guidelines for Rooftop Additions and Mechanicals

Due to the dense buildout of the Bulfinch Triangle, it is anticipated that much of its future development will consist of rooftop additions to existing buildings.

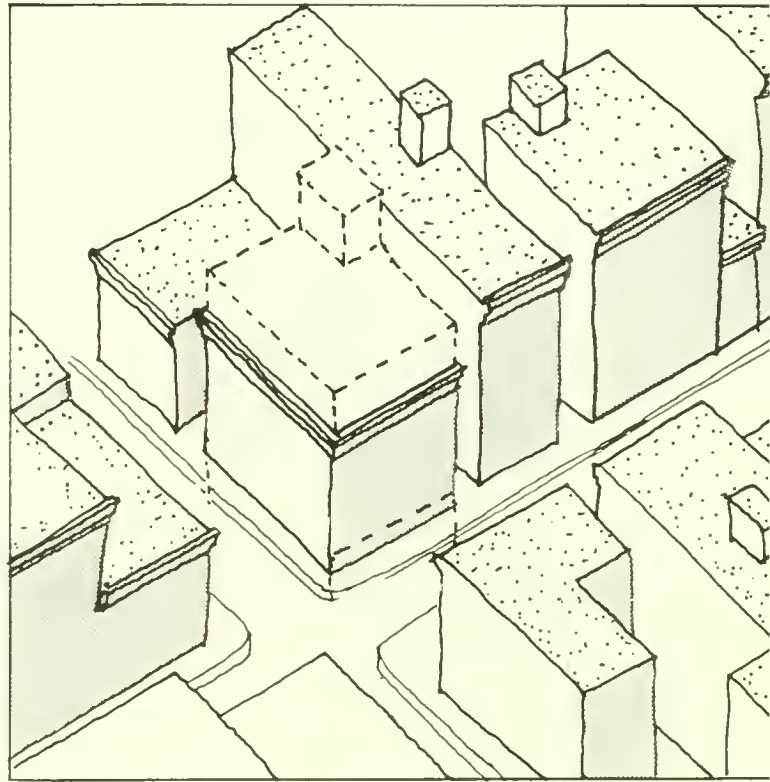
The quality of the Bulfinch Triangle is one of strong street walls and moderate height buildings which leave a significant amount of sky exposed to view from street level. Due to the narrow depth of the blocks, the rear of taller buildings are often seen behind the facades of lower structures backing up to them.

Therefore, new rooftop additions, including those solely for mechanicals, must be designed so as to contribute to the District's relative uniformity of proportion, scale, massing, window treatment, materials, colors and architectural detailing.

In order to do this, this Plan establishes different requirements for two types of rooftop additions.

Additions which are coextensive with the front facade and sides of the building must extend the basic facade composition of the original building. The addition must contribute to the building's established character and should be composed of compatible materials. Typically, a rooftop addition of this type should cap the building with a cornice or parapet similar to the original, which is itself incorporated into the new composition.

In contrast, additions which have a major setback of, for example, 30 feet or more from the front facade of the building must be treated as an incidental appendage and be clad in such typical penthouse cladding materials as copper. These vertical additions are intended to be relatively invisible from public streets.



Rooftop Additions

Existing Building Heights



IV. ACHIEVING THE PLAN

Zoning

The Downtown Interim Planning Overlay District (Article 27D)

In 1987, the Zoning Commission approved Article 27D, an amendment to the Zoning Code, which established interim zoning controls for the downtown in order to provide the proper balance between competing land uses and economic and environmental factors which existing zoning at the time failed to insure.

The Bulfinch Triangle was placed in a Restricted Growth Subdistrict in which new development could achieve a height of 80 feet and FAR of 6 as-of-right and 100 feet and FAR 7 if certain criteria were met.

Article 27D characterized Restricted Growth Subdistricts as having an historic identity and architectural character which is well established, and where little potential exists for major new construction. Since many buildings in these subdistricts are in transition from manufacturing or warehousing to retail, office, and residential uses, future development shall largely be characterized by rehabilitation, conversion and reuse of existing space. Section 27D-4(2).

Article 27D also established 11 Special Study Areas, of which the Bulfinch Triangle is one, for which planning and rezoning would proceed on a community based, district-by-district basis in concert with the Boston Civic Design Commission. This Plan fulfills the requirement of Article 27D for a district plan for the Bulfinch Triangle.

Plans and permanent zoning for several of the downtown areas have already been completed: North and South Station economic development areas, Huntington/Prudential District, Midtown Cultural District and Chinatown permanent zoning. The Leather District Permanent Zoning has been approved by the BRA Board and will be considered by the Zoning Commission this fall. The zoning for Bulfinch Triangle is being developed so as to coincide with the planning for the Central Artery air rights, which is currently in process.

Bulfinch Triangle District Zoning (proposed Article 45)

Permanent zoning for the Bulfinch Triangle reflects the Plan's objective of ensuring that new development and renovation are compatible with and reinforce the historic image of the Bulfinch Triangle District. The Zoning permits modestly-scaled, infill development on vacant or underutilized sites, and sensitive rehabilitation.

It establishes a comprehensive set of urban design, preservation and use guidelines which will ensure that all new construction and rehabilitation is responsive to the existing buildings in the District in scale, design, choice of building materials and areas. Furthermore, the zoning is designed to establish strict rules for development, allowing for a minimal number of variances sought by developers.

General design guidelines for the District as a whole are set out, as well as specific regulations on rooftop additions, street wall continuity and height, and display windows. Because large-scale development is discouraged in the District, Planned Development Areas are not permitted.

The zoning also promotes the restoration of the Bulfinch-designed street network, and encourages the establishment of a residential neighborhood within the District with connections to and from the North End, West End, and Beacon Hill neighborhoods.

Height and Density

The permanent zoning for the Bulfinch Triangle retains the same height and massing regulations as the interim zoning, 80 feet/FAR 6 as-of-right and 100 feet/FAR 7 if a project undergoes Development Review pursuant to Article 31 of the Code. Article 31 assesses a proposed project's impact upon the environment, transportation and infrastructure systems, historic resources, streetscape and provisions for mitigation of any adverse development impacts.

In addition, 100 feet/FAR 8 is available throughout the District to projects which include certain

ground-level uses as defined in the Bulfinch Triangle District Zoning.

Uses

To promote active pedestrian use of the District, the proposed zoning will encourage active retail and service uses on the ground floor of any new development on the major pedestrian streets in the District by allowing additional density in projects with qualifying ground floor uses as defined in the Bulfinch Triangle District Zoning. On upper floors the zoning will permit the full spectrum of uses historically found in the District: office, light manufacturing and studio uses. Residential uses, which were initially forbidden in the Bulfinch Triangle and then allowed by the terms of the Downtown IPOD, will now be permanently allowed by the terms of this proposed zoning, and will be encouraged through increased density in the Housing Priority Area.

Day Care

Developers of commercial projects of over 150,000 gross square feet must provide day care either on-site or in the vicinity of the proposed project. Up to 200,000 gross square feet of development will require 2% of gross floor area to be devoted to day care. Projects of 200,000 to 500,000 gsf will be required to create 4,000 gsf of day care; 500,001 to 1,000,000 gsf will be required to create 8,000 gsf and if over 1,000,000 gross square feet of development, 12,000 gsf of day care facilities must be established. This will help to address the impacts upon day care facilities which are currently created by increased downtown development.

The Central Artery Area

The Bulfinch Triangle District Zoning also regulates the publicly-held parcels within the Bulfinch Triangle District. These are the MBTA Parcels, parcels which become available as a result of the dismantling of the elevated Green Line, and the Central Artery Parcels, land created by the highway depression.

As with the District as a whole, residential use will be allowed as-of-right. The new Central Artery air rights parcels will be within a Housing Priority Area where 100 feet/FAR 9 is permitted provided that projects include ground-level uses as defined, housing uses, and undergo Article 31 Review. Bus

station use will also be allowed due to the MBTA's proposed development of a new bus facility.

The publicly-owned parcels within this corridor will be the subject of the comprehensive planning for the Central Artery District.

Design Review

The proposed zoning requires that within the Bulfinch Triangle that any proposed project be designed so that exterior proportions, scale, massing, window treatment, materials and architectural detailing are compatible with the historical and architectural character of the Bulfinch Triangle. In so doing, the new zoning will:

- Contain regulations providing for street wall continuity, or require adequate set backs to ensure that historic appearances of buildings are retained;
- Require sufficient storefront and display windows;
- Require the preservation and restoration of storefront details.

In addition to these design guidelines, every proposed project will be reviewed by the Boston Landmarks Commission, which will have the opportunity to comment to the Board of Appeal on proposals.

Implementation

The Bulfinch Triangle District Plan and proposed zoning regulations will be reviewed by community groups and then will be the subject of a public hearing before the Board of the Boston Redevelopment Authority. If the Plan is adopted, the zoning implementing the plan will be submitted to the Boston Zoning Commission for a public hearing. If approved by the Commission, the Zoning Code would be amended to incorporate Article 45, and the Bulfinch Triangle District Plan would become the portion of the general plan for the city governing the Bulfinch Triangle.

Proposed Zoning



80' Causeway St. Protection Area

100' with 25' setback at 65'



35' Canal St. Protection Area



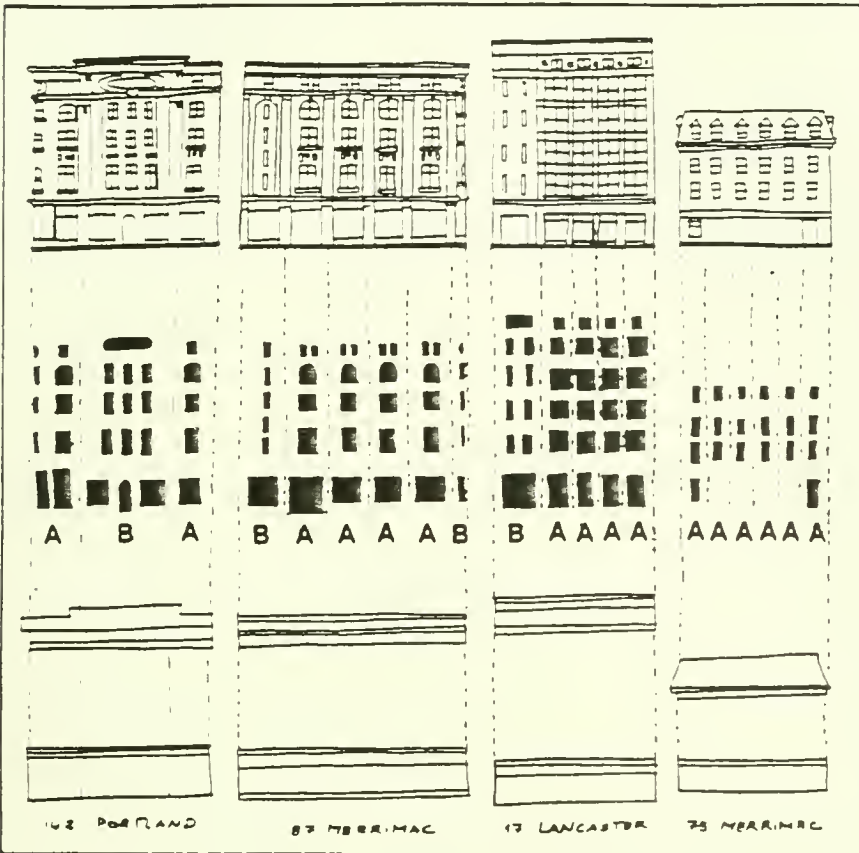
80' -100' Bulfinch Triangle Protection Area: FAR 6-7



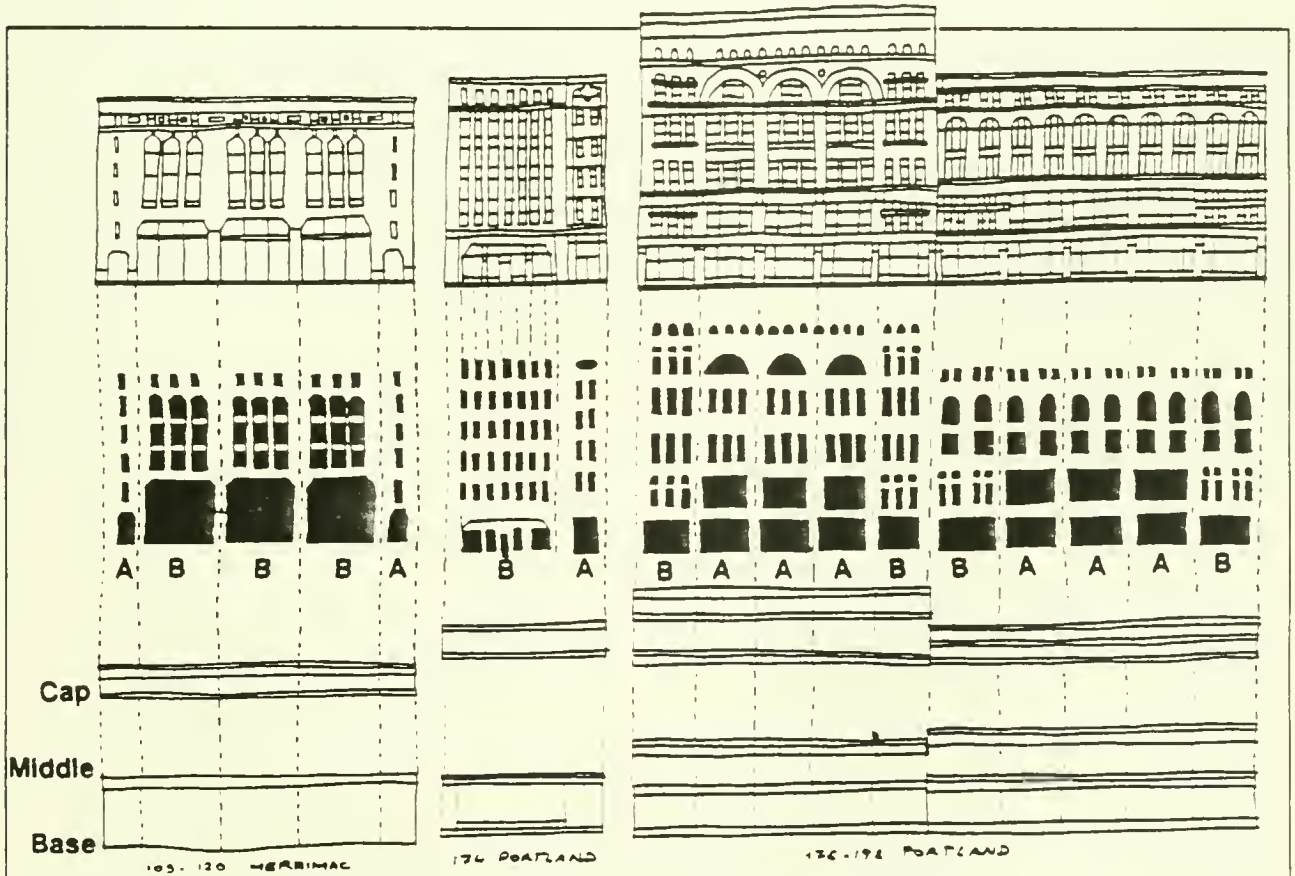
80'-100' Central Artery Area: FAR 6-8

Note: Up to one additional FAR point may be granted to projects containing ground level uses.

Facade Patterns



In order to preserve the traditional district scale and character, facade patterns and ornamentation should be consistent with that of traditional buildings. Facades should be divided into modules or bays within the traditional range of sizes, rhythms, and hierarchy of horizontal and vertical elements. A building which incorporates street frontage greater than 75 feet should be broken down into distinctive units to reflect the range of traditional lot frontages between 30 and 70 feet.



Adapted from an Analysis by The Architect's Collaborative

TO THE ZONING COMMISSION OF THE CITY OF BOSTON:

The Boston Redevelopment Authority petitions to amend the text of the Boston Zoning Code, as established under Chapter 665 of the Acts of 1956 as amended, as follows.

By inserting, after Article 44, the following article:

**ARTICLE 45
BULFINCH TRIANGLE DISTRICT**

SECTION 45-1. Statement of Purpose, Goals and Objectives. This article establishes the zoning regulations for the Bulfinch Triangle District as required by the provisions of the Downtown Interim Planning Overlay District, Article 27D of this Code. The goals and objectives of this article and the Bulfinch Triangle District Plan are: (1) to preserve the historic and architectural character of the Bulfinch Triangle District; (2) to restore its distinctive and significant street pattern; (3) to promote commercial, studio, retail and service uses of the Bulfinch Triangle District; (4) to encourage the development of housing in the parcels in the Central Artery Area; and (5) to establish urban design standards which ensure that new development is compatible with existing buildings in design, scale and choice of building materials and landscaping.

SECTION 45-2. Recognition of the Bulfinch Triangle District Plan. In accordance with Section 27D-18 of this Code, which requires production of comprehensive planning policies, development controls, and design guidelines for Special Study Areas in the Downtown Interim Planning Overlay District, including the Bulfinch Triangle District (Special Study Area No. 8), the Zoning Commission hereby

recognizes the Bulfinch Triangle District Plan as the general plan for the Bulfinch Triangle District and as the portion of the general plan for the City of Boston applicable to the Bulfinch Triangle District. This Article is one of the means of implementing the Bulfinch Triangle District Plan, the preparation of which is pursuant to Section 70 of Chapter 41 of the General Laws, Section 652 of the Acts of 1960, and Section 3 of Chapter 4 of the Ordinances of 1952.

SECTION 45-3. Physical Boundaries. The provisions of this Article are applicable only in the Bulfinch Triangle. The boundaries of the Bulfinch Triangle District are as shown on a map attached as Appendix A hereto entitled, "Map 1H - Bulfinch Triangle District (supplemental to 'Map 1 Boston Proper')" of the series of maps entitled "Zoning Districts - City of Boston," as amended.

SECTION 45-4. Applicability. This Article together with the rest of this Code constitutes the zoning regulation for the Bulfinch Triangle District and applies as specified in Section 4-1 regarding the conformity of structures and land to this Code. Exceptions to the provisions of this Article, pursuant to Article 6A, shall not be available except to the extent expressly provided in this Article or Article 6A. Application of the provisions of Article 27D to the Bulfinch Triangle District is rescinded on the effective date of this Article, except as provided below.

Where conflicts exist between the provisions of this Article and the remainder of the Code, the provisions of this Article shall govern. For the Bulfinch Triangle District, except where specifically otherwise indicated in this Article, the provisions of this Article supersede Article 8 (except Section 8-6), Article 13 (except Section 13-3), and Articles 14 through 24, inclusive, of this Code. The

following Proposed Projects, however, are exempt from the provisions of this Article, and are governed by the rest of this Code, including Article 27D:

1. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this Article and for which no Zoning Relief is required.
2. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before the Zoning Commission for adoption of this Article, provided that such Zoning Relief has been or thereafter is granted by the Board of Appeal pursuant to such appeal.
3. Any Proposed Project or site for which application for approval of a development impact project plan, planned development area development plan, or planned development area master plan has been submitted to the Boston Redevelopment Authority prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such development impact project plan, planned development area development plan, or planned development area master plan has been or is hereafter approved by the Boston Redevelopment Authority pursuant to such application, whether or not such application or such development impact project plan, planned development area development plan, or planned development area master plan is thereafter modified or amended.

SECTION 45-5. As-of-Right Building Height and Floor Area Ratio. A Proposed Project within the Bulfinch Triangle District is allowed an as-of-right building height of eighty (80) feet and a floor area ratio (FAR) of 6; provided that, any Proposed Project shall have an as-of-right building height of one hundred (100) feet and an as-of-right FAR of seven (7), if such Proposed Project is subject to or elects to comply with the provisions of Article 31, Development Review Requirements, and the Boston Redevelopment Authority has certified that the Proposed Project complies with Article 31. In addition, any Proposed Project shall have an as-of-right FAR of eight (8) if all uses with street frontage located on the ground level are limited to those uses listed in Appendix B to this Article, and such Proposed Project is subject to or elects to comply with the Provisions of Article 31, Development Review Requirements, and the Boston Redevelopment Authority has certified that the Proposed Project complies with the provisions of this Section and Article 31.

1. **Central Artery Area.** Notwithstanding the foregoing provision, an increased FAR of up to one (1) ratio point is permitted as-of-right within the Central Artery Area established pursuant to the provisions of Section 45-7, and such Proposed Project is subject to or elects to comply with the provisions of Article 31, Development Review Requirements, and the Boston Redevelopment Authority has certified that the Proposed Project complies with Article 31.
2. **Building Height in Substantial Accord with As-of-Right Building Height.** The Board of Appeal may by exception to this Code as provided in Article 6A and this paragraph, grant exceptions for building height in excess of the as-of-right building height established in this Section. The Board of Appeal shall grant such an exception for building height or FAR under this

paragraph only if it finds that: (A) such an exception (i) is related to variations in the ground level of the lot; (ii) is in furtherance of the creation or protection of significant historical or architectural features, including but not limited to decorative cornices, ornamental features, and the like; or (iii) is related to unique characteristics of the lot or buildings on the lot, and not the Bulfinch Triangle as a whole; (b) the proposed height and FAR are in substantial accord with the as-of-right building height and FAR for the Proposed Project established in this Section 45-5; (c) the Proposed Project and its height and massing are compatible with the surrounding area, in accordance with the urban design provisions of Section 45-8; (d) such an exception is consistent with the Bulfinch Triangle Plan and the general plan for the city as a whole; (e) such an exception is in harmony with the general purpose and intent of this Code; and (f) if such exception relates to a Development Impact Project, as defined in Section 26-2, 26A-2, or 26B-2, the applicant shall have complied with the Development Impact Project Requirements set forth in Section 26-3 or 26A-3 and in Section 26B-3.

SECTION 45-6. Establishment of Planned Development Areas Prohibited.

Establishment of Planned Development Areas, as described in Section 3-1A.a, is prohibited in the Bulfinch Triangle District.

SECTION 45-7. Central Artery Area. This section establishes the Central Artery Area, shown on Map 1H of this Code, attached as Appendix A hereto. The Central Artery Area is subject to all provisions of this Article, except as noted below, and to the Central Artery Plan, which addresses the following issues

related to the redevelopment of the Central Artery parcels: (a) creating housing, including affordable housing in the Bulfinch Triangle; (b) developing open space which will enhance the quality of life in the city; (c) establishing a plan for the creation of public recreational facilities; (d) encouraging new development which is consistent with the historic and architectural context of the Bulfinch Triangle and (e) promoting an appropriate mix of land uses to accomplish these objectives. The Central Artery Area is designated as a housing priority area, in recognition of the need for housing in downtown. The parcels along the Central Artery corridor provide a unique opportunity to develop housing which links the North End and West End residential communities. In the Central Artery Area 25% of the gross square feet of any Proposed Project must be devoted to residential uses.

SECTION 45-8. Bulfinch Triangle District Design Guidelines. All Proposed Projects within the Bulfinch Triangle District shall comply with the approval procedures established in this Section. The provisions of Article 6A shall be applicable to the provisions of this Section 45-8. Within the Bulfinch Triangle District, any Proposed Project for:

- (a) the erection of a new building, addition or extension to an existing building;
- (b) an exterior alteration affecting more than five hundred square feet of the Street Wall Facade of an existing building above the Ground Floor Ceiling Height; or
- (c) an exterior alteration changing the cornice line, height of the Street Wall or Building Height of an existing building

shall proceed only if the Boston Redevelopment Authority finds that the Proposed

Project is consistent with the standards and design guidelines specified in this Section.

1. **Procedure for Approval of Proposed Project.** Each application for a permit for a Proposed Project subject to the provisions of this section shall be filed in triplicate with the Inspectional Services Department, which shall retain one copy for its files and transmit the other copies as follows: one to the Boston Redevelopment Authority and the other to the Boston Landmarks Commission. The Boston Landmarks Commission may, within thirty days after the date of such transmittal, file with the Boston Redevelopment Authority a report with recommendations, together with material, maps, or plans to aid the Boston Redevelopment Authority in determining consistency with the standards for approval set forth in this section. The Boston Redevelopment Authority shall not notify the Inspectional Services Department of its findings on the application for a Proposed Project until such report with recommendations has been received and considered, provided that if no such report is received within said thirty days, the Boston Redevelopment Authority may certify to the Inspectional Services Department its findings without such report. The Boston Redevelopment Authority may find that the Proposed Project is consistent with the standards set forth in this Section or is not consistent with the standards set forth in this Section; provided that if no such findings are transmitted to the Inspectional Services Department within forty-five days of the receipt by the Boston Redevelopment Authority of the application for a Proposed Project, the Proposed Project shall be deemed to be consistent with the standards set forth in this section without need for further action. Any Applicant aggrieved by the denial of any permit by the Inspectional Services

Department pursuant to this Section may appeal to the Board of Appeal within forty-five (45) days after such denial for a permit, in accordance with the provisions of Article 6.

2. **Design Guidelines.** In reaching its decision, the Boston Redevelopment Authority shall consider whether the Proposed Project is consistent with the following design considerations, which are intended as recommended guidelines. Original alternatives will be considered, provided they are approved in accordance with the provisions of Article 6A.
 - (a) Historic Building Facades. Historic Buildings should be renovated rather than replaced, and existing facades must be used, if reasonably possible, so as to maintain the historic architectural character of the District. Existing facade fenestration should be retained and/or restored. In the event that restoration is not possible, replacement units should replicate the essential architectural characteristics of the existing windows, such as mullion depth and width, color, and predominant shadow lines. Any Proposed Project which involves demolition or dismantling of facades is subject to the historic resources and urban design provisions of Article 31.
 - (b) Compatibility with Historic Context. New buildings, rooftop additions, and facade renovations should be designed such that the exterior proportions, scale, massing, window treatment, materials, colors, and architectural detailing are compatible with the observable architectural character of the existing late 19th and early 20th century masonry warehouse structures in the Bulfinch Triangle District. To preserve a

lot-by-lot appearance, facade ornamentation should be varied, and facades should be divided into modules to reflect the lot width established by Historic Buildings within the Bulfinch Triangle District, and to continue the established rhythm of each block.

- (c) Base to Height Ratio. Proposed Projects should be consistent with the Bulfinch Triangle District's conglomeration of building masses which meet the streets with discretely organized facades, each of which contains local symmetries. Vertically oriented facades, which are typical but not exclusive in the District, are encouraged.
- (d) Storefront Details and Signage. Masonry and/or granite storefront details should be preserved and restored. Flush painted signs are encouraged.
- (e) Recessed Store Entrances. For all new buildings, entrances to Ground Level Uses should be recessed in a manner consistent with traditional storefront entrances in the Bulfinch Triangle District.
- (f) Base and First Floor Cornice Line. New development should have a pronounced cornice line or belt course separating the ground floor from the upper floors and should create a visually strong base.
- (g) Upper Cornice. New structures should have pronounced upper cornices which are consistent with upper cornices on existing structures and

which create a sense of finality to the building's top. Typical cornice materials, such as masonry/stone, or copper should be used.

- (h) Solid to Void Ratios. Solid to void ratios should emphasize the strong vertical and horizontal patterns that are characteristic of historic architecture in the District.
- (i) Windows. Windows which recede from the face of the building, arched windows or window heads, and windows accented by lintels and sills are encouraged to the extent that they are consistent with and reinforce the architectural and historic character of the Bulfinch Triangle. Large, undifferentiated panes of glass are not appropriate except for storefronts. New masonry window openings in existing buildings are discouraged, particularly to the extent that they are incompatible with the character of the traditional building facades in the District.
- (j) Building Materials. Primary building materials should be masonry, including brick, limestone, terra cotta, sandstone, and granite. New materials (e.g., architectural precast concrete) should be consistent in surface texture and color with existing traditional materials.
- (k) Landscaping. New development and rehabilitation should enhance the pedestrian nature of the Bulfinch Triangle. Landscaping and street furniture can lend human scale, texture and interest to the street level. These improvements include brick sidewalks, benches, clocks and lights which enhance the pedestrian environment.

3. **Specific Design Requirements.** All Proposed Projects within the Bulfinch Triangle District shall comply with the specific design requirements established in this Section.

(a) Rooftop Additions; Rooftop Mechanical Units. No structure designed or used for human occupancy, access, or storage shall be erected or enlarged on the roof of any building within the Bulfinch Triangle District, unless after public notice and hearing and subject to Sections 6A-2, 6A-3 and 6A-4 the Board of Appeal grants permission therefor. Rooftop additions, rooftop mechanical units and elevator penthouses that align with masonry walls of existing structures must extend masonry materials. Elsewhere, they must use metal wall systems.

(b) Street Wall Continuity. A Street Wall of any Proposed Project shall be built to be coextensive with the Building Line of the Block on which the Street Wall faces. If there is no determinable building line of said block, then said Street Wall shall be built at a depth from the Curb Line equal to that of the building line farthest from the curb line of the two blocks adjacent to said block, facing onto the same street. If there is no determinable Building Line of either of said adjacent blocks, then (i) if the Proposed Project is subject to or elects to comply with the development review provisions of Article 31, an appropriate Street Wall location shall be determined in the development review process or (ii) otherwise, notwithstanding any contrary provision of Section 31-4, the Proposed Project shall be deemed subject to the development review

provisions of Article 31 for the limited purpose of determining an appropriate Street Wall location. A Proposed Project shall comply with the requirements of this Subsection 45-8 with respect to each facade facing a public street, but excluding alleys and private ways.

Except as otherwise provided in this Subsection 45-8, Street Walls shall be continuous across a lot. However, design articulation such as recesses or bays, involving deviations from the Street Wall Plane of two (2) feet or less shall be permitted across the Street Wall. For Proposed Projects which are subject to or elect to comply with the development review requirements of Article 31, recesses shall be permitted if the facade remains compatible with its historical and architectural surroundings and creates or preserves visual continuity in the Block front, as certified by the Boston Redevelopment Authority in accordance with Article 31.

- (c) Street Wall Height. The Street Wall Height of Proposed Projects within the Bulfinch Triangle District shall not exceed eighty (80) feet or the Modal Street Wall Height, whichever is less, unless the Proposed Project is subject to or elects to comply with the urban design provisions of Article 31.
- (d) Display Window Area Regulations. The provisions of this Subsection 3 apply only to Proposed Projects with gross floor areas of 50,000 square feet or more and only to Street Walls facing Causeway, Merrimac, North Washington, and Canal Streets. At least seventy (70%) of the Display Window Area for a structure with Retail Uses and fifty

percent (50%) of the Display Window Area for a structure with Service and Trade Uses, above two (2) feet above Grade or the level of the ground floor shall be glazed and transparent. That portion of the Display Window Area required by this section to be transparent glazing shall not be obstructed by more than fifty percent (50%) by signs on or behind such glazing. The Display Window Area, excluding any portion occupied by a permitted Lobby Entrance Area or entrance/exit to an off-street parking or loading area, shall be sufficiently and appropriately glazed and transparent, with sufficient individual storefront entrances, to encourage active pedestrian use, as certified by the Boston Redevelopment Authority in accordance with the urban design provisions of Article 31. Glazed portions of the Display Window Area, excluding storefront entrances and Lobby Entrance Areas, shall be used to a depth of at least two (2) feet for: (i) the display of goods and services available for purchase on the premises; or (ii) an area for exhibits and announcements; provided, however, that no such areas shall be required in the case of a Display Window that provides pedestrians with a view of the uses being conducted on the premises. Article 11 of this Code applies to any painting or signs on the Display Window Area. However, the provisions of the preceding sentence do not apply to foyer space for cultural uses, restaurants, or other active storefront uses.

- (e) Canal and Causeway Streets Protection Areas; Special Setback Regulations. On the north side of Canal Street, the Street Wall Height of any Proposed Project is limited to a building height of thirty-five

(35) feet, up to a depth of thirty (30) feet from the Street Wall. On the south side of Causeway Street, building height is regulated as for the remainder of the Bulfinch Triangle District. However, if the building height of a Proposed Project is greater than eighty (80) feet, a twenty-five (25) foot vertical setback from the Street Wall is required, beginning at a building height of sixty-five (65) feet and extending to the top of the building.

SECTION 45-9. Bulfinch Triangle District Use Regulations. In the Bulfinch Triangle District, the use of land and structures is regulated as provided in this Section. The provisions of Article 8 apply only as specified in this Section, except that Section 8-6 applies. No land or structure shall be erected, used, or arranged or designed to be used, in whole or in part, except in conformity with the provisions of this Section.

1. **Inclusion of Day Care Facilities.** The provisions of this Section apply only to Proposed Projects which exceed a building height of eighty (80) feet, or an FAR of six (6), or both. Any Proposed Project having a gross floor area (not including the floor area devoted to Residential Uses, Community Uses, or Cultural Uses, as those uses are described in Subsection 4 of this Section), which equals or exceeds one hundred fifty thousand (150,000) square feet, shall devote to day care facilities an amount of floor area equal to the amount listed below in Table A of this Section. For the purposes of this Subsection and Table B only, floor area devoted exclusively to hotel uses shall be multiplied by 0.5 before being used in the calculation of required day care facilities. An Applicant for a Proposed Project subject to the provisions of this Subsection may fulfill its obligations under this

Subsection by (a) creating such facilities on-site; or (b) creating such facilities, or causing such facilities to be created, in the vicinity of the Proposed Project, within the Bulfinch Triangle District or the North Station Economic Development Area. Any Proposed Project subject to the provisions of this Subsection shall devote to on-site day care facilities an amount of floor area equal to at least four thousand (4,000) square feet or the minimum required square footage, whichever is less. The provision of day care facilities in accordance with this Subsection shall be in conformity with written regulations to be adopted by the Boston Redevelopment Authority after public notice and hearing. For the purposes of this paragraph, the term "day care facilities" includes the finish, furnishings, and equipment required for use of the floor area for such facilities, to enroll people for care, instruction, or recreation during regular business hours.

TABLE A
PROVISION OF DAY CARE FACILITIES

<u>Size of Proposed Project (Gross Floor Area)</u>	<u>Minimum Day Care Facilities (Gross Floor Area)</u>
150,000 up to 200,000 s.f.	2% of gross floor area
200,001 up to 500,000 s.f.	4,000 s.f.
500,001 up to 1,000,000 s.f.	8,000 s.f.
More than 1,000,000 s.f.	12,000 s.f.

2. **Ground Level Uses in the Bulfinch Triangle District.** Within a Proposed Project, Ground Level Uses, as listed in Appendix B to this Article, are encouraged for all uses with street frontage located on the ground level.
3. **Allowed Uses.** No land or structure in the Bulfinch Triangle District shall be erected, used, or arranged or designed to be used, in whole or in part,

for any use not specified in this Subsection 3, or in Subsection 4, which sets forth "Conditional Uses," and subject to the procedural requirements set forth in Article 6. Any use so specified in this Subsection 3 shall be allowed as a matter of right, subject only to the provisions of this Section 45-10 including, without limitation, Subsections 1 and 2 hereof.

- (a) Residential Uses. Limited to multifamily dwelling, lodging or boarding house, or temporary housing shelters. Residential uses include any Affordable dwelling units, including but not limited to Affordable dwelling units which are rental units, condominiums, or limited equity share cooperatives.
- (b) Restaurant Uses. Limited to the service or sale of food or drink for on-premises consumption, or for sale over the counter, not wholly incidental to a local retail business or restaurant use, of on-premises prepared food or drink for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out, provided that, uses described in use item 38A are forbidden.
- (c) Cultural and Entertainment Uses. Library or museum open to the general public, gallery, (nonprofit or for profit) concert hall, legitimate theater (commercial or nonprofit) including motion picture or video theater, but not drive-in theater; auditorium, performance space, artist's studio, music or performance practice spaces.
- (d) Office Uses. Limited to business or professional offices; clinics; real estate, insurance, or other agency or government office; office building;

- post office; or bank (other than drive-in bank) or similar establishment.
- (e) Hotel Uses.
 - (f) Group Care Residence, as defined by clause 22B of Section 2-1.
 - (g) Community Uses. Day care center, family care center, nursery school, kindergarten, elementary or secondary school, community health center or clinic; community center, settlement house, or community service facility.
 - (h) Recreational Uses. Limited to private grounds for games and sports; other social, recreational, or sports center conducted for profit; private club operated for members only (including quarters of fraternal or sororal organizations); or adult education center.
 - (i) Public Service Uses. Limited to public service pumping station, sub-station, automatic telephone exchange, fire station or police station, subject to St. 1956, c. 665, s. 2.
 - (j) Wholesale Uses. Limited to office or display or sales space of a wholesale, jobbing, or distributing house; and provided that not more than twenty-five percent (25%) of gross floor area devoted to this purpose is used for assembling, packaging, and storing merchandise.

- (k) Service Uses. Limited to video or film production studio; barber shop; beauty shop; shoe repair shop; self-service laundry; pick-up and delivery station of laundry or dry-cleaner; tailor shop; hand laundry; dry-cleaning shop; framer's studio; caterer's establishment; photographer's studio; printing plant; taxidermist's shop; upholster's shop; carpenter's shop; electrician's shop; plumber's shop; radio and television repair shop; funeral home; undertaker's establishment; mortuary; research laboratory; radio or television studio; animal hospital or clinic; kennel; or similar use provided that in laundries and cleaning establishments, only nonflammable solvents are used for cleaning.
- (l) General Retail Uses. Department store, furniture store, general merchandise mart, or other store serving the general retail business needs of a major part of the city, including accessory storage.
- (m) Local Retail Uses. Store primarily serving the local retail business or service needs of the neighborhood including, but not limited to store retailing one of the following: food, baked goods, groceries, packaged alcoholic beverages, drugs, tobacco products, clothing, dry goods, books, flowers, paint and other artist's supplies, hardware and other minor household appliances, furniture, books, and photographic equipment.
- (n) Institutional Uses. Limited to place of worship, monastery, convent, or parish house; elderly care facility; or clinic or professional offices

accessory to a hospital or sanatorium, nursing or rest home, orphanage, or similar institution not for correctional purposes.

- (o) Accessory Uses subject to the limitations and restrictions of Article 10, limited to: a garage or parking space for occupants, employees, students, and visitors, provided that such use is accessory to a residential use, a hotel, a group care residence, or a dormitory, fraternity, or sorority house; a swimming pool or tennis court; the storage of flammable liquids and gases incidental to a lawful use; the manufacture, assembly, or packaging of products sold on the lot.
- (p) Light Manufacturing Uses. Limited to the design, development, packaging, assembly, repairing, servicing, renting, testing, fabrication or handling of products including the following, provided that all machinery and equipment shall be so installed and maintained, and all activity in connection with such use shall be so conducted, in such manner that noise, smoke, dust, odor, and all other similar objectionable factors shall not cause a nuisance or injury to other persons in the vicinity:
1. ceramic products, including pottery and glazed tile;
 2. electronic and communication products, including, but not limited to, computer equipment, sound equipment, and household appliances;
 3. instruments for engineering, medical, dental, scientific, photographic, optical, or other similar professional use;

4. furniture or musical instrument production;
5. photographic supplies;
6. supplies related to printing or engraving;
7. distribution of paper products, plumbing and interior decorating supplies and equipment.

4. **Conditional Uses.** No land or structure in the Bulfinch Triangle District shall be erected, used, or arranged or designed to be used, in whole or in part, for any use under the provisions of Article 6 unless such use is specified in this Subsection 45-10.4. The granting of a permit for any use so specified may be authorized conditionally by the Board of Appeal acting under the provisions of Article 6, subject to the regulations set forth in this Section 45-10.

- (a) Parking. Parking lot or parking garage except for accessory uses allowed under Section 3(o).
- (b) Fast Food Restaurant Uses. Limited to sale over the counter, not wholly incidental to a use listed under paragraph 4(b) or 4(l) of this section, of on-premises prepared food or drink for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out.

- (c) Vehicle Rental Uses. Rental motor vehicle and trailer agency accessory to a hotel or motel, provided that no rental vehicles or trailers are parked on the street and that exterior lighting is arranged to shine downward and away from residences.
- (d) Transportation Uses. Limited to bus terminal, bus station, subway station or railroad passenger station, airline shuttle service.
- (e) Institutional Uses. Limited to college or university granting degrees by authority of the Commonwealth; trade, professional, or other school; machine shop or other noisy activity accessory to a school, college, or university adequately sound-insulated to protect the neighborhood from unnecessary noise; library or museum not open to the general public, hospital, sanitarium or clinic or professional office accessory to a hospital or sanitarium and located on the same lot.
- (f) Any use on a lot adjacent to, or across the street from, but in the same district as, a lawful use to which it is ancillary and for which it would be a lawful accessory use if it were on the same lot; provided that any such use shall be subject to the same restrictions, conditions, limitations, provisos, and safeguards as the use to which it is ancillary.
- (g) The change of use of any allowed residential use to any other use.

5. **Forbidden Uses.** No land or structure in the Bulfinch Triangle District shall be erected, used or arranged or designed to be used, in whole or in part, for

any use described in Use Item 34A and 38A or Article 8 or if such use is not specified in Sections 45-10.3 and 45-10.4 as an allowed or conditional use, except for such nonconforming uses as may be allowed to be continued under the provisions of Article 9.

SECTION 45-10. Off-Street Parking. Within the Bulfinch Triangle District, off-street parking facilities are not required in any Proposed Project. The provisions of Article 23-8, 23-9, and 23-10 shall govern any Proposed Project in the Bulfinch Triangle District for which off-street parking is required.

SECTION 45-11. Off-Street Loading. Within the Bulfinch Triangle District, Article 24 of the Code provides the regulations governing the provision and design of off-street loading facilities for the use of any structure or land not subject to the provisions of Article 31, Development Review Requirements. The provision and design of off-street loading facilities for the use of any structure or land which is subject to the provisions of Article 31 shall be determined through the Development Review process. Mitigative measures, as appropriate, may be required through the Development Review process to minimize the deleterious effects of any off-street loading facilities on adjacent properties.

SECTION 45-12. Regulations. The Boston Redevelopment Authority may promulgate and amend from time to time regulations to administer this Article.

SECTION 45-13. Severability. The provisions and requirements of this Article are severable, and if any such requirements or provisions shall be held invalid by

any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision or requirement of this Article.

SECTION 45-14. Definitions. Words and phrases defined in Appendix C to this Article, when capitalized in this Article, shall have the meanings set forth in said Appendix C.

SECTION 45-15. Appendices. The following appendices are attached to and are hereby made part of this article:

1. Appendix A - Map 1H - Bulfinch Triangle District
2. Appendix B - Ground Level Uses
3. Appendix C - Definitions

APPENDIX A

APPENDIX B to ARTICLE 45

Ground Level Uses

1. The following uses are Ground Level Uses, and are allowed uses within the Bulfinch Triangle District, provided that the uses described in Use Items No. 34A and No. 38A are forbidden. This list is intended to be illustrative of ground level uses and not exclusive.

Antique stores
Appliances, repair shops
Appliances, sales
Art galleries, commercial and non-profit
Art metal craft shops
Art needle work shops
Artists' supply and music stores
Athletic goods stores
Auditoriums
Bakeries or pastry shops
Bank branch offices
Bank machines, provided that the ground level street frontage of a bank facility containing only bank machines is limited to twenty (20) feet
Barber shops
Beauty parlors
Bicycle stores, rental or repair
Book stores or card stores
Cafes
Candy stores
Carpet, rugs, linoleum, or other floor covering stores
Churches
Cigar stores
Clock or watch stores, or repair shops
Clothing retail establishments
Clothing stores (men's, women's, children's apparel)
Clubs, noncommercial
Coffee shops
Coin stores
Community centers
Costume rental establishments
Dance halls, public
Day Care Centers
Delicatessen stores
Department stores
Diners
Dressmaking shops, custom
Drug stores
Dry cleaning establishments or laundromats
Dry goods or fabric stores
Eating or drinking places, provided that Fast Food Restaurant Uses, as defined in Section 45-10.6, are conditional as provided in Section 45-10.4, and subject to the provisions of Section 45-10.

APPENDIX B (continued)

Electronic, video or audio sales or repair
Entrance/exit to off-street parking or loading area provided that it occupies not more than thirty (30) feet of ground level street frontage.
Entrance/exit to public transit facilities
Fabric or yarn store
Fire Stations
Fishing tackle or equipment stores, or rental establishments
Florist shops
Food stores, including supermarkets, produce and grocery stores, markets, health foods, delicatessens, prepared food/special food, spices and herbs, coffees, teas, meat, fish, poultry, and cheese stores
Furniture stores
Furrier shops, custom
Gift shops
Hair products for headwear
Hardware stores
Health club or gym (only a Lobby Entrance Area not occupying more than twenty (20) feet of ground level street frontage.
Historical exhibits, open to the public generally
Hobby shops
Hotel or motel (only a Lobby Entrance Area not occupying more than twenty (20) feet of ground level street frontage)
Housewares
Household appliance repair shops
Ice cream stores
Interior decorating establishments
Jewelry shops
Kitchenware
Lamp shops
Leather goods or luggage stores
Libraries, open to the public generally
Locksmith shops
Luggage stores
Millinery shops
Motion pictures or video production studio
Museums, open to the public generally
Music stores
Musical instruments, repair
Newsstands, enclosed
Office or business machine stores, sales or rental
Offices (only a Lobby Entrance Area not occupying more than twenty (20) feet of ground level street frontage.
Optician or optometrist establishments
Orthopedic stores

APPENDIX B (continued)

Paint stores
Parish houses
Parks, public or private
Party shops
Perfume shops
Pet shops
Photographic developing or printing establishments
Photographic equipment stores
Photographic studios
Photographic supply stores
Photostating establishments
Picture framing stores
Police stations
Post offices
Printing establishments
Radio appliance shop, repair or sales
Record stores
Recreational centers (noncommercial)
Residences (only a Lobby Entrance Area not occupying more than twenty
 (20) feet of ground level street frontage.
Sewing machine stores, selling household machines
Shoe repair and shoeshine shops
Shoe stores
Sign painting shops
Skating rinks, outdoor ice
Sporting goods stores
Sports shop
Stamp stores
Stationery stores
Studios: music, dancing, visual arts, or theatrical
Tailor shops, custom
Telegraph offices, FAX, or Express Mail
Television repair shops
Theater
Ticket sales
Tobacco stores
Tour operator
Toy stores
Typewriter stores
Typewriter or other small business machine repair stores
Variety or convenience stores
Video or motion picture store, sale or rentals
Wallpaper stores

APPENDIX C to ARTICLE 45

Definitions

For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Applicant" means any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, as set forth in Section 41-4, or the authorized agent of any such person or entity.
2. "Building Line" means the line in conformity with the alignment of existing buildings in the same block, at a distance from the street line equal to the yard depth occurring most frequently on that block, as measured by lot widths along the street line. The distance from the street line to the building line shall be calculated in accordance with the method described in the Code.
3. "Corner Parcel" means a parcel located at the intersection of two public streets.
4. "Curb Line" means the line of the curb or other structure or indication separating the portion of the street devoted to vehicular traffic, from the sidewalk.
5. "Ground Floor Ceiling Height" means the height of the underside of the floor structure of the second floor.
6. "Display Window Area" means that portion of the Street Wall between (i) a height of two (2) feet above the ground floor and (ii) the height of the underside of the floor structure of the second floor, or fourteen (14) feet, whichever is less, and excludes any area of Street Wall occupied by a permitted Lobby Entrance Area or serving as access to off-street loading berths or accessory off-street parking.
7. "Ground Level Uses" means the uses listed in Appendix A to this article.
8. "Historic Building" means any building listed in the Boston Landmarks Commission Survey of Boston as a Category One, Category Two, Category Three, or Category Four building.
9. "Lobby Entrance Area" means the frontage at street level of the main lobby of a structure, most usually those with office, residential, or hotel/motel uses.
10. "Bulfinch Triangle District Plan" means the zoning regulations applicable to the Bulfinch Triangle District and the plan for the District as evidenced by applicable development precedents and planning studies and any applicable comprehensive plan for the District, adopted by the Boston Redevelopment Authority pursuant to Chapter 652 of the Acts of 1960, Section 3 of Chapter 4 of the Ordinances of 1952, and Section 27D-18 of the code.

11. "Bulfinch Triangle District" means the area, so entitled, depicted on Map H of this Code.
12. "Modal Street Wall Height" means the most frequently occurring cornice height among all the buildings on the block.
13. "Proposed Project" means the demolition, erection, reconstruction, structural alteration, or extension of any structure or part thereof, or the change of use of any structure or land, for which the Applicant is required to obtain a building or use permit. A Proposed Project may proceed in phases and may include more than one building, structure, or use.
14. "State Building Code" means the state building code and amendments and rules and regulations thereto as promulgated by the state board of building regulations under sections ninety-three, ninety-four, and ninety-five of Chapter One Hundred Forty-Three of the General Laws.
15. "Street Wall" means the portion of the exterior wall (including recesses, bays, windows, doors, and other features) of a Proposed Project that fronts on a public street (excluding public alleys) and is below the Street Wall Height, determined pursuant to Section 45-92.
16. "Street Wall Plane" means the planar surface of the Street Wall (disregarding recesses, bays, windows, doors, etc.) required pursuant to Section 45-9.1.
17. "Substantial Accord" means, with respect to building height, that the vertical distance from grade to the top of the structure of the highest occupied floor of a Proposed Project shall not exceed the specified height limit for the applicable district by more than six (6) feet for any Proposed Project to which the Substantial Accord standard applies as shown in the design submission accompanying any Development Plan or Development Impact Project Plan approved by the Boston Redevelopment Authority. To insure that no work proceeds other than in accordance with any such approved plan, the Building Commissioner shall not issue any building permit with respect to any building or structure which is the subject of such a Plan, unless the Authority has certified on the application therefore filed with the Building Commissioner that the plans are consistent with the design submission included in such Plan, which certification shall conclusively determine compliance with the requirements of this paragraph.
18. "Zoning Relief" means any zoning variance, exception, conditional use permit, interim planning permit, or zoning map or text change, or any other relief granted by the Zoning Commission or the Board of Appeal.

BOSTON PUBLIC LIBRARY



3 9999 06315 076 5

